

# Rolling Around

By JIM CALLAHAN — Herald Auto Editor



First off, our heartiest congratulations to Paul Loranger whose Chevrolet agency is celebrating its 10th anniversary with an all-out sale during the month of June. At Paul's during this sale, brand new Chevrolets, all models and styles, are being offered at 15 per cent reduction in prices. Used cars are not being neglected during the sale and this brings us to the main subject of our column for today.

Paul's Chevrolet, as an established, reputable, hometown agency is typical of the fair dealing firms from which the motoring public may obtain a top quality used car. Here are a few of the cars listed in the advertising that Paul has done in the Torrance Herald for his June anniversary sale: a 1953 Chevrolet Bel Air, four-door sedan with radio, heater and whitewalls, \$999; a 1955 Chevrolet two-door sedan, radio, heater and whitewalls, \$1199; a 1955 Chevrolet Bel Air, four-door, V-8, Powerglide, radio, heater, and whitewalls for \$1599. Travel anywhere in the greater Los Angeles area, listen to the fabulous deals talked about in certain television commercials then compare what is actually being offered at a firm price and we'll bet you can't duplicate the values at Paul's. Those autos listed are but a few that we looked

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# Herald Motorcade

For Enthusiasts — Clubs — Autosports — Motoring

Thirty

TORRANCE HERALD

JUNE 13, 1957

part of buying any car. Read at and admired; there are many more.

Many thousands of words have been written on the art of buying a used car, almost as many words as the number of extolling the merits of certain claims made by some of the automotive fraternity. The one consistent warning in buyers' guide information has been "buy from an established new car dealer when in doubt." We echo this warning once again and cast no reflection on the many established dealers in this area who specialize in good used cars. The reason this warning is given so constantly is that your new car dealer doesn't stand to profit one little bit by making an enemy out of a used car buyer who may one day be a new car prospect. The new car dealer has a many thousand dollar investment in his community, he can service and back up warranties that he may give on used cars. It is simply smart business for him to merchandise his used cars fairly and squarely. The same thing applies to used car specialists in our area who depend on repeat business from satisfied customers. The ethical used car dealer, and there are many of them despite some of the stories we hear, is in much the same position as the new car dealer. He has to bear in mind that a disgruntled customer is mighty good advertising.

A good point to keep in mind in buying a used car is this: "No one in the automobile business can afford to give cars away—you've got to pay for what you get." We want to warn you of a few pitfalls, you may encounter in checking out claims concerning unbelievable bargains. The July issue of Motor Guide has published a handy check list for the used car buyer. It's simple but comprehensive. At a reputable new car dealer or established community used car specialist you can lend credence to the speedometer reading, 8500 miles a year is considered average mileage for a family automobile. At bargain lots, disregard speedometer readings. They can be

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altered to suit any situation. Indication of Smash-up—By taking a position to the front of the car, crouching and sighting along body, evidence of major body repairs can be picked up. The symmetrical flow of the body lines will be marred by the body work.

Wheel Alignment—Back wheels should track front, get in a surface that will permit you to check out the tire tracking. Also the "no-hands" test will reveal misalignment. Allow for a minor right tug on a road with crown shopping to right.

Engine—Check for speed of starting, allow engine to warm up, then race it and de-accelerate quickly and race again. A blue exhaust indicates oil burning.

Clutch—There should be an inch of free play in the clutch pedal. A tight pedal indicates need of repair.

Brakes—if pedal goes to floor, brakes are bad. If pedal sinks to floor slowly, under pressure, brakes are bad. The latter indicates a probable leak in the hydraulic system.

Use this check list on any used car that you contemplate buying. Use it properly. Actually even if some of the flaws pointed out on the check list are revealed, this doesn't mean that you are getting a bad deal. With the exception of a car which may have been in a serious wreck, any of the other flaws can be remedied. Make sure that the price differential between a car in perfect or near perfect shape and one with a few defects justifies your buying the car that needs a brake job or other repair. If you can do your own work you can probably save a few more dollars on the deal.

Don't let a minor but obvious defect in an otherwise excellent buy put you off. If one or two tires appear to be in need of replacement, give the dealer credit for not attempting to mask this defect. If the battery is down and a booster is required to start the car, don't let it convince you that the car is a lemon. The finest hand-crafted Rolls Royce won't start with a weak battery. Weigh the good with the bad and reach your own conclusion. Don't be afraid to ask for defects to be corrected, then check to make sure that they are before you take delivery on the car.

Financing is an important paper work carefully and

bear in mind the smaller the down payment the more the interest you are going to pay on your contract. Bank or manufacturer financing, CIT, GMAC or Commercial Credit are legitimate financing agents.

## Super Corvette Designed to Put America in International Races

America's road racing fans, who have long awaited an American designed automobile that could compete with European models in their own backyard, are rooting for General Motors Chevrolet Corvette as the design most likely to succeed.

Chevrolet has spent thousands of dollars in the development of the Corvette SS (Super Sports). A factory team, headed by ace designer Zora Arkus Duntov, produced a beautifully sleek Corvette which was introduced as the Soberg, Fla., Races. Due to last minute adjustments necessary, the Corvette SS was compelled to withdraw from this event. This withdrawal has not dented Chevrolet engineers nor has it dampened the

enthusiasm of American road racing fans.

### Foreign Relations

The importance of Chevrolet's decision to concentrate on the Corvette Super Sports might be said to have important diplomatic connotations. This is not as far fetched as it may sound. On the continent automobile racing is undoubtedly the top sport. It transcends boundaries and brings the enthusiasts of all nations together. The top European driver, or ace, as he is called, is the same degree of hero to European youth as a heavy weight boxing champion or a home run king to youngsters and teenagers in the United States. For all too many years the United States has lacked repre-

sentation in these European events.

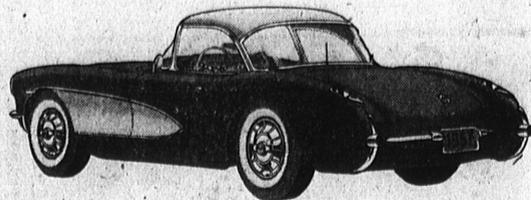
Initial break in the barrier has come with the entrance of American drivers and Indianapolis roadsters in the Italian Monza event. This is on a course quite similar to Indy and the American racers should show up very well.

### First in Field

Chevrolet is the only American manufacturer to date that has set out to field a car that can compete across the board with the Ferrari, D-Jaguar and other highly touted Euro-

pean jobs. The one thing that has dampened American enthusiasm for racing has been the "fear of losing."

It was believed that to enter racing, consistent winners would have to result or sales would be affected. Chevrolet is to be commended for proceeding with plans in spite of this theory. Of course, the Super Sports Corvette, while production based, is not essentially a production automobile and this might lessen the sting of losing a race or two.



BACKBONE OF THE SS... The increasingly popular Chevrolet Corvette, which is stock form is making a name for itself in competition, is the backbone of the new Corvette SS. The SS (Super Sport) is being hailed as America's threat to dominant European specials in the field of racing.

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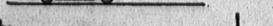
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The "people of Union Carbide" include the men and women who operate the Torrance plant of Union Carbide Chemicals Company.